

STATE BOARD OF HEALTH

INDIANAPOLIS

INTRA-DEPARTMENT MEMO

DATE:

FROM:

TO:

November 16, 1971

Sam R. Via

SUBJECT:

Perry E. Miller

Oil spill on Indiana
Harbor Ship Canal

On November 12, 1971, at 7:00 p.m., Mr. Jim Miller and Mr. Sam Via left for Lake County to investigate an oil spill. The oil spill was reported to this office by the Coast Guard.

The entire Harbor Ship Canal was surveyed. The survey did not indicate a major oil spill. There was oil to some degree in every part of the canal. The largest amount of the oil was coming from the Grand Calumet River. The Grand Calumet River (Gary) at Buchann Street contained a very heavy amount of oil and patches of red-brown material.

An investigation of the U. S. Steel facilities revealed that the oil was coming from the number GW3 sewer serving the Coke Plant. The sewer was being cleaned and has been for the past week. U. S. Steel had booms out at sewers GW7A and 10A. The boom at sewer 7A has a rubber hinge which was bobbing up and down and allowing large amounts of oil to escape.

Mr. Robert Foering, Assistant to the Environmental Engineer U. S. Steel accompanied the investigation.

The U. S. Coast Guard was also investigating the oil problem.

Pictures were taken of the oil coming out of sewer GW3 the booms at GW7A and 10A and the Indiana Harbor Ship Canal.

Mr. Foering reported that the oil was suctioned off the stream every Monday and Friday. The investigation was made on Friday but there was no removal of the oil made by 2:00 p.m. Mr. Foering looked into this problem and it was reported that the suction pump was broken on the scavenger truck.

The Environmental Protection Agency was not seen or contacted in the field.

The U. S. Steel Company was asked to discontinue cleaning the sewer. They were told that further recommendations would come from this office.

A memo written to Oral Hert on November 11, 1971, concerning the oil problem is attached for your information.

SRVia/de

cc: Oral H. Hert

✓L. Robert Carter
Samuel L. Moore

13544

STATE BOARD OF HEALTH

INDIANAPOLIS

INTRA-DEPARTMENT MEMO

DATE:

April 14, 1972

FROM: James A. Miller

TO: Perry E. Miller

SUBJECT:

Oil Spill
Grand Calumet River

On May 3, 1972, at 10:10 a.m., this office received a report from Chief Abel, U.S. Coast Guard in Chicago, regarding both an unknown quantity of oil on the Grand Calumet River and oil being discharged into Lake Michigan as seen from their surveillance helicopter. The oil was observed to be coming from U.S. Steel. In addition, the oil was escaping around the boom on the river.

An attempt was made to contact Samuel L. Moore at the Wastewater Conference in Lafayette, however, the results were negative. Mr. Robert Toering of U. S. Steel was then notified of the observation and he immediately sent personnel to inspect the stream and determine whether any operational problems were being encountered. At 11:50 a.m., Toering reported that the Grand Calumet River had been inspected and found to be normal with a light film of surface oil. The oil skimmers and oil removers at 6W-3, 6W-10 and 6W-12 appeared to be operating normally. Chief Abel was then notified of Toering's findings at 2:17 p.m. and informed that no further action would be initiated unless additional problems were encountered. In addition, Mr. Charles Castle of the EPA was informed of the inspection results.

JAM/rag

cc: Oral H. Hert
Samuel L. Moore
James A. Miller

13545

STATE BOARD OF HEALTH

INDIANAPOLIS

INTRA-DEPARTMENT MEMO

August 22, 1972
DATE:

FROM: Jesse F. Harrold

TO: Samuel L. Moore

SUBJECT: Oil slick from U.S. Steel
on Lake Michigan

At 1:15 p.m., on August 21, 1972, I received from Ens. Bosma of the U.S. Coast Guard out of Chicago, a report of an oil slick coming from U.S. Steel into Lake Michigan. The slick occurred some time this morning; the exact time was unavailable and the extent of the slick was also undescribed.

JFHarrold/dsc

cc: Oral H. Hert
L. Robert Carter

13546



RECEIVED

JAN 23 1977
STATE OF INDIANA
STREAM POLLUTION CONTROL
BOARD

January 7, 1977

George R. Alexander, Jr.
Regional Administrator
U. S. Environmental Protection Agency
Region V
230 South Dearborn Street
Chicago, Illinois 60604

Re: Spill Prevention Control
and Countermeasure Plan
Cary Works

Dear Mr. Alexander:

Attached is a listing of four reported discharges of oil as investigated by the U. S. Coast Guard. All spills were minor and all were estimated by the U. S. Coast Guard to be 50 gallons or less. The spills occurred since the Cary Works' SPCC Plan and spill report was submitted to your office by letter dated September 19, 1975. The enclosed report should be considered as an amendment to our previous submittal. We have enclosed a copy of the Cary Works' SPCC Plan for your reference.

Please advise if there are any questions concerning this information.

Very truly yours,

W.P. Getty
Manager, Technical Services
Cary Works

VVN/prk

Attachments

cc: O. H. Hert, Technical Secretary - w/enclosure
State of Indiana, Stream Pollution Control Board
1530 West Michigan Street
Indianapolis, Indiana 46206

13547

UNITED STATES STEEL CORPORATION
GARY WORKS
Spill Prevention Control and Countermeasure Plan
(SPCC)

RECEIVED

JAN 13 1977
STATE OF INDIANA
STREAM POLLUTION CONTROL
BOARD

IV. Reports of Prior Discharges

1. Date: September 29, 1975

Observed: Lake Michigan, reported to U. S. Coast Guard by plant Environmental Control personnel. The Indiana State Board of Health and USEPA were also notified.

Source: STL-5 Outfall

Type and Amount: light iridescent sheen; estimated at 3 gallons by U. S. Coast Guard

Cause: None

Corrective Action: Utilized four Sea Serpent oil booms and 3-M sorbent pads around outfall to trap sheen.

2. Date: November 17, 1975

Observed: Lake Michigan, reported by U. S. Coast Guard

Source: STL-6 Outfall

Type and Amount: light gray discharge with traces of very light floating oil; estimated at 20 gallons by U. S. Coast Guard

Cause: None

Corrective Action: None, since all abatement facilities were operating satisfactorily and no malfunction had occurred.

13548

USS Corporation - Gary Works
Spill Prevention Control &
Countermeasure Plan (SPCC)
Page 2

IV. Reports of Prior Discharges (continued)

3. Date: June 18, 1976
- Observed: Lake Michigan, reported by U. S. Coast Guard
- Source: STL-6 Outfall
- Type and Amount: light sheen around outfall structure with some popping iridescence; estimated at 50 gallons by U. S. Coast Guard
- Cause: Probable cause was 84" HSM Roughing Mill scale pit. Due to operations problems, one of three secondary scale pits was down for cleaning during a mill operating turn. This increases the hydraulic loading on the remaining two secondary scale pits with increased oil and suspended solids carryover.
- Corrective Action: Cleaning operation ceased and scale pit returned to operation.
4. Date: September 14, 1976
- Observed: Lake Michigan, reported by U. S. Coast Guard
- Source: STL-6 Outfall
- Type and Amount: light oil sheen; estimated at 12 gallons by U. S. Coast Guard
- Cause: None
- Corrective Action: None, since all abatement facilities were operating satisfactorily and no malfunction had occurred.

January 7, 1977

13549

MAR 24 1977

file ✓

Dave Shipe

Complaint Files

Complaint
U. S. Steel Discharge to the
Grand Calumet River

On March 21, 1977, at 11 A.M., Conservation Officer, David Reeves, reported to this office of a complaint which he had received concerning the discharge from the U. S. Steel Company to the Grand Calumet River. Officer Reeves stated that he had inspected the discharge on the Grand Calumet River at Clark Road and observed much foaming on the river at the discharge. Officer Reeves stated that he was told by a resident that the foam and water discoloration was a common occurrence.

It appeared that at some future date an inspection of the river and discharge may be warranted.

DASH1pe/nsc

cc: Joe Krieger
Dave Shipe

13550

INDIANA STATE BOARD OF HEALTH

TRANSMIT

Date 3-31-??

TO: Dave Stege

DIVISION OF _____

ATTENTION _____

FORWARD TO _____

FROM Joe Krueger

- Check Prepare Reply for My Signature
- Comment Recommendation
- For Investigation and Report Return
- Information Revise
- Necessary Action See Me

REMARKS See Cliff's note Gary in
order under order.

Signature

Keep or destroy

13551

TO

~~Off tress~~

219-74-682 with Dick

219-942-1125 (dist'd)

219-1034 (home phone)

SUBJECT

implant - US Steel discharge to Cal River

REFER TO

DATE

3-21-77

MESSAGE

Conservation Officer D. Reeves, of Lake Co., call today 3-21-77, to report a discharge into the L. Calumet River from US Steel at Clark Road. He states that discharge caused much foaming and water discoloration in the creek. Officer Reeves stated that he observed the discharge last 19 but neighbors near the ditch. states that the discharge has continuously discharged the colored water for so months. His matter may warrant an inspection.

SIGNED *David S. Price*

REPLY

TO

DATE

Talked to Reeves 3/25/77 (1:40 P.M.)

He indicates that he was seeing the Gary STP discharge and did not know their out fall was in this general area.

SIGNED

Off. S. Price
RECIPIENT: REPLY ON WHITE COPY - RETAIN PINK COPY

SENDER: SEND WHITE AND PINK COPIES WITH CARBON INTACT

SS-3

13552

DEPARTMENT OF TRANSPORTATION

Form Approved OMB No. 04-53

SCHOL7

HAZARDOUS MATERIALS INCIDENT REPORT

INSTRUCTIONS: Submit this report in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, Washington, D.C. 20590, (ATTN: Opr. Div.). If space provided for any item is inadequate, complete that item under Section H, "Remarks", keying to the entry number being completed. Copies of this form, in limited quantities, may be obtained from the Secretary, Hazardous Materials Regulations Board. Additional copies in this prescribed format may be reproduced and used, if on the same size and kind of paper.

A INCIDENT			
1. TYPE OF OPERATION 1 <input type="checkbox"/> AIR 2 <input type="checkbox"/> HIGHWAY 3 <input checked="" type="checkbox"/> RAIL 4 <input type="checkbox"/> WATER 5 <input type="checkbox"/> FORWARDER 6 <input type="checkbox"/> OTHER (Identify) _____			
2. DATE AND TIME OF INCIDENT (Month - Day - Year)		3. LOCATION OF INCIDENT	
July 20, 1977		1:50 a.m. p.m. _____ United States Steel Company Yard Gary Works—West Side, Gary, Ind.	
B REPORTING CARRIER, COMPANY OR INDIVIDUAL			
4. FULL NAME Elgin, Joliet & Eastern Ry. Co.		5. ADDRESS (Number, Street, City, State and Zip Code) P.O. Box 880, Joliet, IL 60434	
C SHIPMENT INFORMATION			
7. NAME AND ADDRESS OF SHIPPER (Origin address) Specialty Chemical Division Allied Chemical Corporation 0548 Danville, Illinois		8. NAME AND ADDRESS OF CONSIGNEE (Destination address) U.S. Steel Corporation Pickle Lime C/O George Francis Gary Works West	
9. SHIPPING PAPER IDENTIFICATION NO. Louisville & Nashville Railroad Co. Waybill No. 89307 Dated June 8, 1977		10. SHIPPING PAPERS ISSUED BY <input checked="" type="checkbox"/> CARRIER <input type="checkbox"/> SHIPPER <input type="checkbox"/> OTHER (Identify) _____	
D DEATHS, INJURIES, LOSS AND DAMAGE			
DUE TO HAZARDOUS MATERIALS INVOLVED 11. NUMBER PERSONS INJURED None		12. NUMBER PERSONS KILLED None	
14. ESTIMATED TOTAL QUANTITY OF HAZARDOUS MATERIALS RELEASED 540 gallons		13. ESTIMATED AMOUNT OF LOSS AND/OR PROPERTY DAMAGE INCLUDING COST OF DECONTAMINATION (Round off in dollars) \$ 1,000.00	
E HAZARDOUS MATERIALS INVOLVED			
15. CLASSIFICATION (Sec. 172.4)		16. SHIPPING NAME (Sec. 172.5)	
Corrosive Material		Hydrochloric Acid	
F NATURE OF PACKAGING FAILURE			
18. (Check all applicable boxes)			
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	(1) DROPPED IN HANDLING	(2) EXTERNAL PUNCTURE	(3) DAMAGE BY OTHER FREIGHT
	(4) WATER DAMAGE	(5) DAMAGE FROM OTHER LIQUID	(6) FREEZING
	(7) EXTERNAL HEAT	(8) INTERNAL PRESSURE	(9) CORROSION OR RUST
	(10) DEFECTIVE FITTINGS, VALVES, OR CLOSURES	(11) LOOSE FITTINGS, VALVES OR CLOSURES	(12) FAILURE OF INNER RECEPTACLES
	(13) BOTTOM FAILURE	(14) BODY OR SIDE FAILURE	(15) WELD FAILURE
	(16) CHIME FAILURE	(17) OTHER CONDITIONS (Identify)	19. SPACE FOR DOT USE ONLY
	13553		
	Form DOT F 5000.1 (10-70)		

G **PACKAGING INFORMATION** - If more than one size or type packaging is involved in loss of material show packaging information separately for each. If more space is needed, use Section H "Remarks" below keying to the item number.

ITEM	#1	#2	#3
20 TYPE OF PACKAGING INCLUDING INNER RECEPTACLES (Steel drums, wooden boxes, cylinders, etc.)	Tank Car		
21 CAPACITY OR WEIGHT PER UNIT (55 gallons, 65 lbs., etc.)	186750		
22 NUMBER OF PACKAGES FROM WHICH MATERIAL ESCAPED	N/A		
23 NUMBER OF PACKAGES OF SAME TYPE IN SHIPMENT	N/A		
24 DOT SPECIFICATION NUMBER(S) ON PACKAGES (21P, 17E, JAA, etc., or none)	DOT 111A 100WS		
25 SHOW ALL OTHER DOT PACKAGING MARKINGS (Part 178)	N/A		
26 NAME, SYMBOL, OR REGISTRATION NUMBER OF PACKAGING MANUFACTURER	N/A		
27 SHOW SERIAL NUMBER OF CYLINDERS, CARGO TANKS, TANK CARS, PORTABLE TANKS	ACBX 220111		
28 TYPE DOT LABEL(S) APPLIED	Dangerous Placard		
29 IF RECONDITIONED OR REQUALIFIED, SHOW	A REGISTRATION NO. OR SYMBOL B DATE OF LAST TEST OF INSPECTION	N/A	
30 IF SHIPMENT IS UNDER DOT OR USCG SPECIAL PERMIT, ENTER PERMIT NO.	N/A		

H REMARKS - Describe essential facts of incident including but not limited to defects, damage, probable cause, stowage, action taken at the time discovered, and action taken to prevent future incidents. Include any recommendations to improve packaging, handling, or transportation of hazardous materials. Photographs and diagrams should be submitted when necessary for clarification.

ACBX 220111 was noted leaking from the area of the sump at the bottom of the tank. Allied Chemical placed a "boot" on the leaking area after the car had been moved to an isolated location. The car had been partially unloaded prior to the leak developing therefore only an approx. 7,000 gallon had to be transferred before the car could be purged and sent home for repair.

13554

31. NAME OF PERSON PREPARING REPORT (Type or print) R. E. Lake	32. SIGNATURE R. E. Lake
33. TELEPHONE NO. (Include Area Code) (815) 729-6728	34. DATE REPORT PREPARED July 20, 1971

444 - LOUISVILLE & NASHVILLE RAILROAD COMPANY - 444

DESTINATION AGENT'S
FREIGHT BILL NO.

FREIGHT WAY-BILL-ORIGINAL

DANGEROUS

STATION AND NUMBER

ACSX 220111 TANK

WEIGHT IN TONS

GROSS TARE NET

PLAN
NUMBER

LENGTH OF CAR

ORDERED FURNISHED

MARKED CAPACITY OF CAR

ORDERED FURNISHED

DATE

WAYBILL NO.

JUNE 8 1977 H

89307

CONSIGNEE AND ADDRESS AT STOP

AT
AT

STATION STATE

GARY INDIANA

FROM NO. STATION

STATE OR PROV.

0548 DANVILLE ILLINOIS

(Show each Junction and Carrier in Route Order to destination of waybill)

LN CHICAGO EJEER 377

LADING DATE

BILL OF LADING NO.

INVOICE NO.

CUSTOMERS NO.

SHED TO

(Mail or Street Address of Consignee—For purposes of Notification only.)

CODE NO.

US STEEL CORPN PICKLE LINE C/O
GEORGE FRANGIS GARY WORKS WEST

FULL NAME OF SHIPPER

SPECIALTY CHEM DIV ALLIED CHEM 130
DANVILLE ILLINOIS

DESIGNATED BY STATE OF

COUNTY OF

WEIGHED

DESIGNATED BY SHIPPER

AT BREWER ILL

CROSS 250350

TARE 61600

ALL'NCE

NET 188750

R'S SPECIAL INSTRUCTIONS

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

YES

Signature of
Consignor

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

PER

CHARGE OF TEN DOLLARS PER TON
DUTIES ARE TO BE PAID WHEN OR STAMP HERE.IN THE EVENT OF ANY EMERGENCY CONCERNING HAZARDOUS MATERIALS IN THIS SHIPMENT
CALL TOLL FREE 800 424 9300 DAY OR NIGHT. TRIP LEAD CAR IF CAR IS HELD
BY CONSIGNEE IN EXCESS OF 7 DAYS A
ASSESSED BY ALLIED CHEMICAL CORPN.

Indicate by symbol in column provided * how weights tested were obtained for L. C. L. Shipments only. R—Railroad Scale, S—Shippers Tested Weights, E—Estimated - Weigh and Correct T—Tariff classification or minimum.

agent Post Office

ress of Shipper

O. GS. DESCRIPTION OF ARTICLES
SPECIAL MARKS AND EXCEPTIONS COMMODITY CODE NO. 49 302 28 WEIGHT RATE FREIGHT ADVANCES PREPAID

T/C HYDROCHLORIC MURIATIC ACID CORROSIVE MATERIAL DANGEROUS PLACARD TO BE LFSC CAR IS PLACARDED.	188750	66	1245.75	COLLECT	13555
---	--------	----	---------	---------	-------

DESTINATION AGENT WILL STAMP HEREIN

JAN 25 1978

RECEIVED

MAR 3 1978

STATE OF INDIANA
STREAM POLLUTION CONTROL
BOARD

Mr. George Behrens
Manager of Technical Services
United States Steel Corporation
Gary Works
1 North Broadway
Gary, Indiana 46402

Dear Mr. Behrens:

On December 13, 1977, Mr. Chester A. Marcyn of our Environmental Emergency Section met with Mr. James Dickerson and Mr. Edward Clancy of your Gary Works, regarding the amendments you are making in your Spill Prevention, Control and Countermeasure (SPCC) Plan under Section 112.4 of the Oil Pollution Prevention Regulations.

The SPCC meeting was called because of discharges of oil from your outfalls ST-L5 and ST-L6 between September 29, 1975 and September 14, 1976. Circumstances surrounding these spills, including corrective actions and preventive measures, were described in subsequent correspondence from your office and were discussed further at the meeting.

It is recommended that your principal bulk oil storage facility, consisting of two four-million gallon capacity storage tanks with pump house and associated equipment, be identified on your plant layout diagram. Facilities being planned to recycle any oil collectible in the area served by your main outfall, ST-L6, should be incorporated in your SPCC Plan together with estimated completion dates. If plans are now firm for additional subsequent recycling or prevention measures for your plant, as alluded to at our meeting, these also may be described in your Plan.

Your practice of conducting frequent and regular monitoring in the area of outfalls ST-L5 and ST-L6 should likewise be described in your Plan together with a date and time record of checks which are being performed.

As you know, the use of the U.S. Coast Guard number 800-424-8802 is now mandatory for reporting spills of oil and hazardous materials to navigable waters, and this number should be prominently displayed in your Plan. The signature of the professional engineer certifying the adequacy of the Plan should preferably be shown on the top page.

13556

-2-

Kindly incorporate in your amended SPCC Plan the changes referred to above by February 28, 1978. If meeting this schedule date should prove to be a hardship for you, please let us know.

Sincerely yours,

Christopher M. Timm, Director
Surveillance & Analysis Division

cc: Mr. James T. Harrington
Rooks, Pitts, Fullegar & Poust
208 S. LaSalle Street
Chicago, IL 60604

cc: Mr. L. Ray Bailey ✓
Indiana Stream Pollution Control Board
1330 W. Michigan Street
Indianapolis, IN 46206

13557

Lake Co.



GARY WORKS 944-2000
1 NORTH BROADWAY
GARY, INDIANA 46402

March 9, 1984

File # 10 337 PH 04
STATE OF INDIANA
STREAM POLLUTION
CONTROL BOARD

Earl A. Bohner
Technical Secretary
State of Indiana
Stream Pollution Control Board
1330 West Michigan Street
Indianapolis, Indiana 46206

Dear Mr. Bohner:

Confirming a report given to R. J. Cleaton of your staff,
this is forwarding a memorandum on the captioned matter for
your information.

Please call if you have any questions.

Yours truly,

A handwritten signature in cursive ink that reads "R. C. Meyer".

R. C. Meyer
Manager - Engineering
Western Steel Operations

(944-4365)

NMO:ce

Attachment

cc: R. J. Cleaton - w/attach.
Box 561
Beverly Shores, Indiana 46301

13558

UNITED STATES STEEL CORPORATION
ENGINEERING - STEEL

PLANT ENGINEERING
GARY WORKS

March 9, 1984

MEMORANDUM

Sunken and Damaged Barges
Gary Works Slip and Turning Basin

On February 28, 1984, at approximately 8:30 A.M., an open top barge (No. OR4730) loaded with 1250 tons of coke sunk in the Gary Works slip canal due to severe inclement weather conditions. Plant efforts to save the ship were futile because of the high winds, 10-12 foot waves and freezing weather. No damaging effects to the environment occurred due to northern winds, confining the coke spillages within the slip. A contractor was called in on March 1 to remove floating coke and debris located at the south end of the slip. Presently, efforts are underway with the Ohio River Barge Line to raise the barge and remove any coke material still on board.

In addition, on February 28th three other barges (Nos. OBL1280, PX17B and OBL1263) loaded with steel coils broke loose and were subsequently damaged but did not sink. The steel coils were unloaded from the barges on March 2 and the barges sent out for repairs. Also, an open top barge (No. OR3153) carrying coke broke loose and was damaged, but did not sink. This barge was unloaded and sent out for repairs.

The Coast Guard, U.S. Environmental Protection Agency, Region V and Indiana State Board of Health were notified of the above incident.

N. M. Olavarria
Environmental Control

This office was not notified of this spill.
USS was questioned + the situation correct. Mr. Bruce Frost spoke with USS representative 3/23/84

13559